

## MEMPHIS APPEAL.

FRIDAY, : : : APRIL 30, 1886.

## GREEK ON HER DIGNITY.

The "powers" do not find Greece the plant, plastic, yielding subordinate under their might that they expected. There is spirit, and vigor, and bravery yet among the descendants of the old classic heroes. For them Homer's song still sparkles with living fire, and the story of the history of past exploits has to-day a living influence, warming their hearts, animating their souls, and filling their breasts with adamant determination. The mighty warships of the "powers" have filled the Grecian seas and threatened the seaports. The powers have sent an ultimatum to the Greek nation, requiring disarmament, submission and obedience. How could little, weak Greece refuse humbly and instantly to perform what overpowering might ordered? The powers believed might to be everything. The Greeks have taught them that God has given his creatures powers that baffle might and that paralyze the arm stretched out to oppress. It is a power arising from and inspired by self-respect. The Greek Ministers refuse to obey dictation by ceasing to be ministers, by abandoning positions that threaten from foreigners have made intolerable, and leaving the tyrannical powers nobody to treat with, nobody to command, nobody upon whom to enforce obedience. It is even rumored that the King himself will leave his throne, give up his state and renounce his authority rather than be a subservient instrument in his country's degradation. The Greeks know how to make right battle might, and what can might do under such circumstances? All the bullets of all the cannon in all the ships owned by the powers cannot batter down the force of human resolution when it is maintained in the breast of patriots. The powers have the might, but the Greeks have the right. At the conference of the powers in Berlin the right of Greece to certain territory held by the Turks was distinctly recognized and acknowledged. With much reluctance and some resistance Turkey surrendered a portion of the territory, and up to to-day it retains the rest. The powers, without offering any redress, without requiring Turkey to do the justice so long delayed—order Greece to submit to the wrong; to leave a portion of its own country in the hands of an oppressive power; to retire its fleet, lay down its arms, and acquiesce in wrong and injustice. Greece refuses, her government refuses, her people refuse. They hold up no weapon, they lead no gun, but with all the force of patriotic resolution, watchful and determined, but without forcible resistance, they refuse. The spectacle approaches the sublime. It rivals the prodigies stirred every heart in Athens, and the tramp of the patriotic legions of Greece resounded in every street as they set off to win victories by the force of a bravery that has won admiration from the world in every succeeding age, and whose fame to-day, as ever, pours living fire into the utterances of the orator and the poet, and helps to nerve with unconquerable vigor the patriot's arm in every century and in every clime. Is there a patriot heart in these United States that can refuse its response to the noble attitude of the Greeks, who stand erect, defying oppression and refusing an obedience that would humiliate?

## THE NEW SOUTH.

The Baltimore *Manufacturers' Record* is continually telling the story of the Southern industrial progress. The Southern people feel and see the prosperity that surrounds them. But they do not comprehend the rapid progress and future possibilities of the South unless they study the industrial statistics furnished by the Baltimore *Record*. This able champion of the material interests of the South gives the following figures, showing the amount of capital invested in the South during the months of January, February and March, as contrasted with the same three months last year:

	First three months of—	1885.	1886.
Alabama.....	\$ 345,500	\$ 3,035,000	
Arkansas.....	6,110,000	179,000	
Florida.....	485,000	200,000	
Georgia.....	530,000	991,000	
Kentucky.....	9,048,200	7,728,000	
Louisiana.....	970,000	465,500	
Maryland.....	2,215,000	3,400,000	
Mississippi.....	135,000	90,000	
N. Carolina.....	745,000	715,000	
S. Carolina.....	90,000	1,222,000	
Texas.....	9,024,000	510,000	
Virginia.....	4,503,000	1,490,000	
West Virginia.....	3,486,100	1,221,000	
Total.....	\$30,557,200	\$20,591,100	

These figures show a progress, a prosperity that is marvelous. It will be seen that nearly \$16,000,000 has been invested over that of last year. The *Record* says that this increased capital has been invested "in 100 factories, ranging in cost from \$15,000 to \$150,000; 17 machine shops and foundries; 3 stove foundries; 4 iron foundries; 4 agricultural implement factories; 18 flour mills; 3 cotton mills; 24 tobacco factories; 7 furniture factories; 9 gas works; 8 water works; 7 carriage and wagon factories; 12 electric light companies; 28 mining enterprises, one \$250,000 cotton-seed oil mill; 110 lumber mills, including saw and planing mills, and door and sash, window, blinds and shingle factories, etc., ranging in cost from \$10,000 to \$200,000 up to \$300,000 or \$400,000. The work which is now in progress in the South, it is true, is such work as was completed in the North a generation ago, but the significant fact is that it is in progress

Whatever the causes that have kept the South back in the industrial race, the obstacles have been removed, and such centers as Birmingham, Ala., will rival Pittsburgh in population and prosperity. In the future the South will move to the front by reason of its greater natural advantages, as compared with those of other sections of the Union. There are more attractions for labor and capital in the South to-day than in any other part of the world, and labor and capital have recognized the South as the field where they can be employed to the best advantage. The current of capital and immigration has been turned to the South and will grow in volume, and the young of the present generation will live to see the Southern people the happiest and most prosperous on the habitable globe. The natural resources of the South cannot longer lie idle in the presence of the demand for them, and its broad acres cannot remain unoccupied in view of the population in search of homes. What the West has been the East for thirty years the South is now to the East and West alike, and having every advantage of soil and climate that nature can possibly bestow upon a country, it is destined to outstrip both its older and younger competitors. No mind can comprehend the future prosperity of the war-devastated South. "The stone which the builders rejected is become the head of the corner."

## ENGLISH AND FRENCH RAILROAD TROUBLES.

England and France, like ourselves, are troubled with railway matters, and find them very difficult to settle. There, as here, the managers of the roads are intent upon grasping "all the traffic will bear." English papers say there is ample proof that a larger business at moderate rates pays at least as well as a smaller one at high rates, yet high rates continue to be exacted. There are also vexatious discriminations cunningly veiled, and altogether the general management of the roads is unsatisfactory to their principal customers and to the general public. So great is this dissatisfaction, that Parliament is manifesting a determination to interfere peremptorily in the matter to regulate fares and charges so as to put an end to extortion, and to increase the powers of the Railway Commission. The railroads are thoroughly alarmed at the storm their exactions and injustices have raised, and directors and shareholders are holding meetings and making violent protests against any interference with what, they assert, are their legal and unassailable privileges. Their objections to legislative participation with their right "to do what they like with their own," are strikingly similar to those we find manifested in the United States. The English press affords the railroads no consolation in their troubles, and the London *Times* warns them that to try to frighten Parliament or to quiet the public feeling against them by their vain complaints about confiscation is useless. Their complaints elicit no sympathy from the public, and the president of the British Board of Trade has introduced a bill in Parliament creating a commission that will exercise a controlling power over railway rates. It is a settled point in this country that railroads are not mere private property, as their duties are generally of a public character, and the companies are subject to all the responsibilities of public carriers, while they owe their very existence to legislative authority. The English are viewing the matter in the same way. In France public discontent with the roads is equal to that in England, but the government has guaranteed a certain annual percentage of income to many of the roads, and if their profits fall below that amount the loss must be made up from the public purse. This position of things the railroads cunningly turn to their own advantage, and thus to some extent paralyze the hand of the government. This obstruction, however, tends only to influence the people's feeling against the roads. The decided stand of the English Government will not be without its influence in this country, where the nature of the legislative interference and its results will be watched with profound interest.

## JACKSON, TENN.

## Railroad Damage Suit Decided Against the Company.

(SPECIAL TO THE APPEAL.) JACKSON, TENN., April 29.—The case of William Wheeler of this city vs. the Illinois Central railroad for \$495,000 damages sustained in an accident near Duck Creek, Miss., April 4, 1884, was decided in the U. S. Court here to-day by giving Wheeler the amount sued for. The jury was out only seven minutes, and expressed regret that the plaintiff had not demanded more damages. The case was handled with marked ability on both sides. The arguments were eloquent and persuasive. The plaintiff was represented by Col. Inge and Judge Chandler of Corinth, Miss., and the railroad by Gen. Campbell and Mr. Reed. The charge of the Court was clear and pointed, and was so explicit as to the law of the case that the jury could not hesitate as to their duty in the premises. The rotten bridge did the work. The Court ruled that a postal clerk in charge of the mail was entitled to the same protection as a passenger, and that the company was bound to provide safe cars and a safe road for the transportation of passengers.

## (SPECIAL TO THE APPEAL.)

SENATORIAL, MISS., April 29.—Yesterday Wm. Morris cut Thos. Barrett with a pocket knife, killing him almost instantly. Both parties are white men. The case of here Barrett had Morris employed a short time ago, and they had a difficulty, parting enemies. They met yesterday with the above result. Morris surrendered and is now in jail here.

## HELENA IN GREAT DANGER.

## OF IMMEDIATE INUNDATION BY BACK WATER.

The Levees on the Mississippi Side Liable to Break at Any Moment.

## REPORTED HANGING OF TWO LEVEE CUTTERS.

Deplorable State of Affairs in the Overflowed District—Great Suffering Existing.

## (SPECIAL TO THE APPEAL.)

HELENA, ARIZ., April 29.—The river has continued to slowly rise all day at this point. Very slowly, however, not having risen but one inch and a half in the last twenty-four hours. It is reported that the St. Francis at Madison is on a stand and falling at Wittenburg. This means that the river will come to a stand here about next Monday, perhaps before; at least fourteen inches of water above the highest ever known. Quite a number of people have come up to-day from the overflowed districts south of Helena on the Arkansas side, and report that the condition in the district is truly deplorable. There is not now a single place in the district liable to overflow south of Helena, in Arkansas, that is out of water. An effort has been made to get a boat to go into the overflowed country to-day to get out large amounts of stock that was not, owing to the dilatoriness of the planters, gotten out, but failed, the stock on several places being on scaffolds erected for the purpose. The water all south of the break at the Craig plantation is rapidly reaching the level of the river outside of the levee, and backing up into the city of Helena through the culvert on the Arkansas Midland railroad, a good portion of the southern part of the city being

## COVERED BY WATER AND STEADILY RISING.

From Col. N. Straub of this place, who has large planting interests in that section, we learn that there is a very weak place just below the Williams plantation which had been given up by those who were at work on it, and it was more than probable that it would break to-night. If it does break there, there is great danger to the city by back water, a calamity that we are now getting by degrees. No new breaks have been reported from any section of the levee on the Mississippi side, though, as there has been a brisk wind from the west all day, piling the waters against the levees, there is great danger that they will suffer by a break at any moment. They have a large force of men at work on the Austin crevasse, and have succeeded in getting it so fixed that no further widening of it is apprehended. There is a good volume of water going through the crevasse, but if they manage to prevent a further break it will do no great damage, having a good natural outlet that is almost sufficient to confine it to

## A NARROW SCOPE OF COUNTRY.

Mr. Henry Banks, who was in the city to-day, and who has a plantation right back of Austin, says that it will do but little damage if they manage to prevent another break. One of the most remarkable features that is the direct result of the high water and a demonstration of the reckless condition of the inhabitants of the Mississippi side, is that they have in good working order a most elaborate patrol system, and were out on the levees, there is now any one living in the vicinity of the levee in the daytime. Their natives are all armed with needle-guns, and the citizens of this side have so much faith in their willingness to use them that it is almost impossible to get any one to go over there. It is reported on the streets here that two men who were found trying to cut the levee near Friar's Point yesterday were caught and hung. That this is true, however, we have no means of knowing, and were it so, there is but little probability that it would get official confirmation, as they would conclude the less said about the matter the better it would be. They are, and justly too, if possible, desperate enough to dispose of any one found attempting to cut the levee, no one doubts, but that they had a chance to do so is very doubtful, for the cutting of them could not now help the Arkansas side, even were there any among them so disposed, and no one but a fool would take the chance of doing so.

## LAST NIGHT

the residence of Mrs. Wilkins, a magnificent two-story building in the overflowed district, the family living in the second story, was approached by parties in a skiff and an attempt made to effect an entrance into the house. Mrs. Wilkins, fortunately, heard them before they had accomplished their purpose, and, procuring a pistol, gave them such a warm reception by bravely firing at them three times, that they were frightened away. Great indignation has been expressed by our citizens at the attempt of the miscreants, and the fact that they had caught the same punishment meted out to the levee cutters at Friar's Point would have befitted them. Mrs. Wilkins's residence is to an extent isolated from any levee in which there is now any one living, and the parties knew that she had no one to protect her but herself. They thought they would have only a woman and children to deal with.

## THE LEVEE SYSTEM A FAILURE.

At last the unpleasant verdict has been impressed upon the citizens of this section of the country that the great levee system of the Mississippi Valley, a system that has cost the United States millions of dollars and bankrupted many sections by the oppressive taxation necessary for their support, is a mammoth failure. Jas. B. Miles, who has made the Mississippi river a study for thirty-five years, and who always opposed the ultimate practicability and stability of the levee system, and who used to be called a crank for his opinion, has now thousands of converts to his theory, and now it is justly accorded to him that he knows more about the river than Eads, Cowden and the government men put together. The outgrowth of this revelation, you might say, has led to the starting of a movement to get 100 of the representative men of the Mississippi Valley, between Memphis and New Orleans, and let them

go with Miles to Washington, and let him go before Congress and outline his opinion and theory to them. It is believed that he would be instrumental in saving the country millions of dollars, and at the same time relieve the most prolific agricultural country on the globe of an evil that has practically impoverished it.

## WASHINGTON.

## SUBSTITUTE FOR THE EADS SHIP RAILWAY BILL.

The Chinese Restriction Act—Last Day of the American Historical Association.

WASHINGTON, April 29.—The House Committee on Rules to-day agreed to report a resolution, directing the clerk of the meeting of the sessions of the House at 11 o'clock.

## The Morrow Chinese Bill.

WASHINGTON, April 29.—The House Committee on Education Affairs to-day ordered favorable reports on the Chinese indemnity bill and the Morrow Chinese restriction bill. The latter will be precisely similar to the bill ordered reported last week, and will contain amendments to which objections were made. It is the intention of the committee to have the indemnity bill first considered by the House.

## Senate Secret Session.

WASHINGTON, April 29.—The Senate in secret session to-day resumed consideration of the nomination of Ohas. R. Pollard of Maryland to be a Judge of the Supreme Court of Montana, and Senators having fully digested the adverse report in the case all opposition was withdrawn and the nomination was unanimously rejected. The intention of motion was made to remove the injunction of secrecy from the confirmation of Gen. Rosecrans to be Register of the Treasury, which is held up pending an investigation of charges against him, by a motion to reconsider the vote. The motion was carried, and the Senate then considered the nomination of the Committee on Finance, which is understood to consist of Senators Aldrich and Vance, had not yet an opportunity to examine the records of the Supreme Court, which, it is alleged, contain the facts in the charges brought against the nominee. The motion, however, was pressed to a vote and was lost.

## New Ship Railway Bill.

WASHINGTON, April 29.—The Senate Committee on Commerce to-day voted to make a favorable report on a new Atlantic and Pacific ship railway bill, and to amend the original bill. Eads, and such others as may be associated with him, are created a body corporate, with the title of the Atlantic and Pacific Ship Railway Company, with power to issue capital stock and bonds not to exceed in the aggregate \$100,000,000. The United States is obligated to guarantee the company for a period of five years after the ship railway shall have been completed and tested any sums of money required to make two-thirds of the net revenues of said company amount annually to the sum of \$3,500,000, provided that the total liability of the government shall in no case exceed the sum of \$5,000,000. The obligation of the United States shall not attach until the railway shall have transported, in the presence of a board of engineers appointed by the President of the United States, a loaded vessel weighing with her load not less than 6000 tons, an average speed of not less than six miles an hour and place her in the harbor at the other side of the Isthmus without injury to the vessel at the end of one year thereafter. The road is to be in condition to transport vessels weighing with their cargoes, not exceeding 7000 tons, and the rate of freight to be not less than one cent per ton per mile. The bill also provides that the company shall make up any deficiency for the first year, or more than \$1,000,000 for the second year, or more than \$1,000,000 for the third year, or more than \$1,000,000 for the fourth year, or more than \$1,000,000 for the fifth year, or more than \$1,000,000 for the sixth year, or more than \$1,000,000 for the seventh year, or more than \$1,000,000 for the eighth year, or more than \$1,000,000 for the ninth year, or more than \$1,000,000 for the tenth year, or more than \$1,000,000 for the eleventh year, or more than \$1,000,000 for the twelfth year, or more than \$1,000,000 for the thirteenth year, or more than \$1,000,000 for the fourteenth year, or more than \$1,000,000 for the fifteenth year, or more than \$1,000,000 for the sixteenth year, or more than \$1,000,000 for the seventeenth year, or more than \$1,000,000 for the eighteenth year, or more than \$1,000,000 for the nineteenth year, or more than \$1,000,000 for the twentieth year, or more 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or more than \$1,000,000 for the two hundred and third year, or more than \$1,000,000 for the two hundred and fourth year, or more than \$1,000,000 for the two hundred and fifth year, or more than \$1,000,000 for the two hundred and sixth year, or more than \$1,000,000 for the two hundred and seventh year, or more than \$1,000,000 for the two hundred and eighth year, or more than \$1,000,000 for the two hundred and ninth year, or more than \$1,000,000 for the two hundred and tenth year, or more than \$1,000,000 for the two hundred and eleventh year, or more than \$1,000,000 for the two hundred and twelfth year, or more than \$1,000,000 for the two hundred and thirteenth year, or more than \$1,000,000 for the two hundred and fourteenth year, or more than \$1,000,000 for the two hundred and fifteenth year, or more than \$1,000,000 for the two hundred and sixteenth year, or more than \$1,000,000 for the two hundred and seventeenth year, or more than \$1,000,000 for the two hundred and eighteenth year, or more than \$1,000,000 for the two hundred and nineteenth year, or more than \$1,000,000 for the two hundred and twentieth year, or more than \$1,000,000 for the two hundred and twenty-first year, or more than \$1,000,000 for the two hundred and twenty-second year, or more than \$1,000,000 for the two hundred and twenty-third year, or more than \$1,000,000 for the two hundred and twenty-fourth year, or more than \$1,000,000 for the two hundred and twenty-fifth year, or more than \$1,000,000 for the two hundred and twenty-sixth year, or more than \$1,000,000 for the two hundred and twenty-seventh year, or more than \$1,000,000 for the two hundred and twenty-eighth year, or more than \$1,000,000 for the two hundred and twenty-ninth year, or more than \$1,000,000 for the two hundred and thirtieth year, or more than \$1,000,000 for the two hundred and thirty-first year, or more than \$1,000,000 for the two hundred and thirty-second year, or more than \$1,000,000 for the two hundred and thirty-third year, or more than \$1,000,000 for the two hundred and thirty-fourth year, or more than \$1,000,000 for the two hundred and thirty-fifth year, or more than \$1,000,000 for the two hundred and thirty-sixth year, or more than \$1,000,000 for the two hundred and thirty-seventh year, or more than \$1,000,000 for the two hundred and thirty-eighth year, or more than \$1,000,000 for the two hundred and thirty-ninth year, or more than \$1,000,000 for the two hundred and fortieth year, or more than \$1,000,000 for the two hundred and forty-first year, or more than \$1,000,000 for the two hundred and forty-second year, or more than \$1,000,000 for the two hundred and forty-third year, or more than \$1,000,000 for the two hundred and forty-fourth year, or more than \$1,000,000 for the two hundred and forty-fifth year, or more than \$1,000,000 for the two hundred and forty-sixth year, or more than \$1,000,000 for the two hundred and forty-seventh year, or more than \$1,000,000 for the two hundred and forty-eighth year, or more than \$1,000,000 for the two hundred and forty-ninth year, or more than \$1,000,000 for the two hundred and fiftieth year, or more than \$1,000,000 for the two hundred and fifty-first year, or more than \$1,000,000 for the two hundred and fifty-second year, or more than \$1,000,000 for the two hundred and fifty-third year, or more than \$1,000,000 for the two hundred and fifty-fourth year, or more than \$1,000,000 for the two hundred and fifty-fifth year, or more than \$1,000,000 for the two hundred and fifty-sixth year, or more than \$1,000,000 for the two hundred and fifty-seventh year, or more than \$1,000,000 for the two hundred and fifty-eighth year, or more than \$1,000,000 for the two hundred and fifty-ninth year, or more than \$1,000,000 for the two hundred and sixtieth year, or more than \$1,000,000 for the two hundred and sixty-first year, or more than \$1,000,000 for the two hundred and sixty-second year, or more than \$1,000,000 for the two hundred and sixty-third year, or more than \$1,000,000 for the two hundred and sixty-fourth year, or more than \$1,000,000 for the two hundred and sixty-fifth year, or more than \$1,000,000 for the two hundred and sixty-sixth year, or more than \$1,000,000 for the two hundred and sixty-seventh year, or more than \$1,000,000 for the two hundred and sixty-eighth year, or more than \$1,000,000 for the two hundred and sixty-ninth year, or more than \$1,000,000 for the two hundred and seventieth year, or more than \$1,000,000 for the two hundred and seventy-first year, or more than \$1,000,000 for the two hundred and seventy-second year, or more than \$1,000,000 for the two hundred and seventy-third year, or more than \$1,000,000 for the two hundred and seventy-fourth year, or more than \$1,000,000 for the two hundred and seventy-fifth year, or more than \$1,000,000 for the two hundred and seventy-sixth year, or more than \$1,000,000 for the two hundred and seventy-seventh year, or more than \$1,000,000 for the two hundred and seventy-eighth year, or more than \$1,000,000 for the two hundred and seventy-ninth year, or more than \$1,000,000 for the two hundred and eightieth year, or more than \$1,000,000 for the two hundred and eighty-first year, or more than \$1,000,000 for the two hundred and eighty-second year, or more than \$1,000,000 for the two hundred and eighty-third year, or more than \$1,000,000 for the two hundred and eighty-fourth year, or more than \$